

CITY OF MINNEAPOLIS

Johnson St NE / 35W Intersection Improvements


30% Conceptual Design

June 15, 2023

Pedestrian Advisory Committee

Fontaine Burruss, Transportation Planner

Agenda

- Introductions
 - Project Background
 - Project Scope
 - Project Coordination
 - Concept Development
 - Project Schedule/Next Steps
 - Open Discussion
- 

Project Overview

What?

Reconstruction of the intersection of Johnson St NE/ I35W Ramps/ Quarry Access

Why?

To improve the safety, comfort and travel experience for all users

When?

- Planning and design – 2022-2023
- Construction – 2024



Project Goals

- Improve safety and comfort for all people using the intersection
- Improve the design and operation of the intersection
- Replace and improve aging signals and pavement
- Upgrade sidewalks, ramps, and crossings
- Make it safer and more comfortable to bike through the area
- Support current and future transit
- Incorporate green stormwater infrastructure and sustainable landscaping

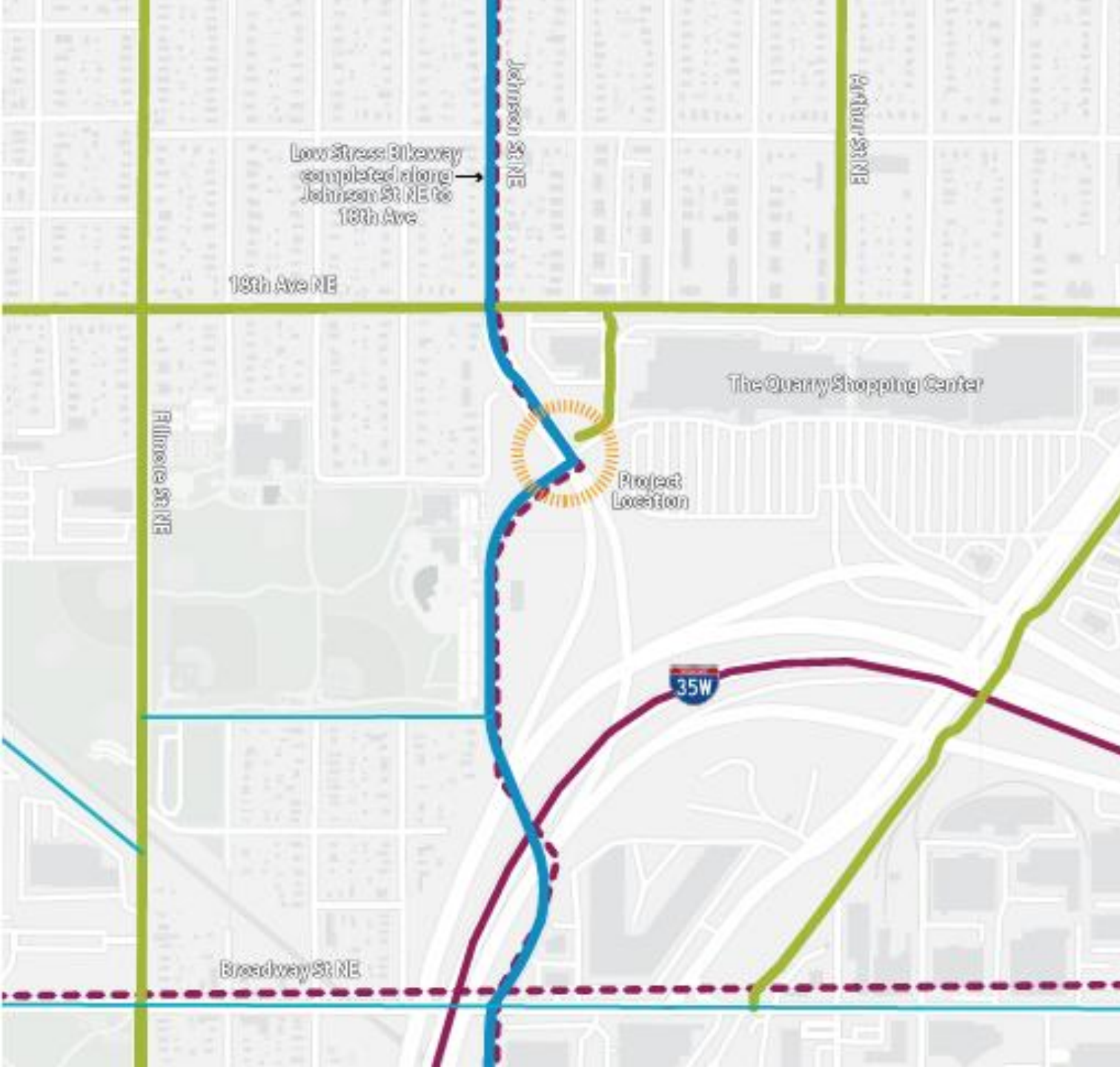
Project Coordination

- **MnDOT**
 - I-35W Ramps
- **The Quarry**
 - Access from Eastern leg
- **MetroTransit**
 - Current routes #4 and #30 have stops within project area
 - Future BRT Route
- **Public Engagement**
 - Round 1 – February
 - Round 2 – April

Existing Facilities

- Existing trail terminates at intersection
- Opportunity to crossing experience through the intersection.
- Coordinate with long term vision of bicycle facility along Johnson St NE to the South.
- Provide connections to the Northeast Recreation Center and local neighborhoods





TAP Network Map



All Ages and Abilities Network

Low Stress Bikeway

Near-term Low Stress Bikeway

Connector or Long-term Low Stress Bikeway



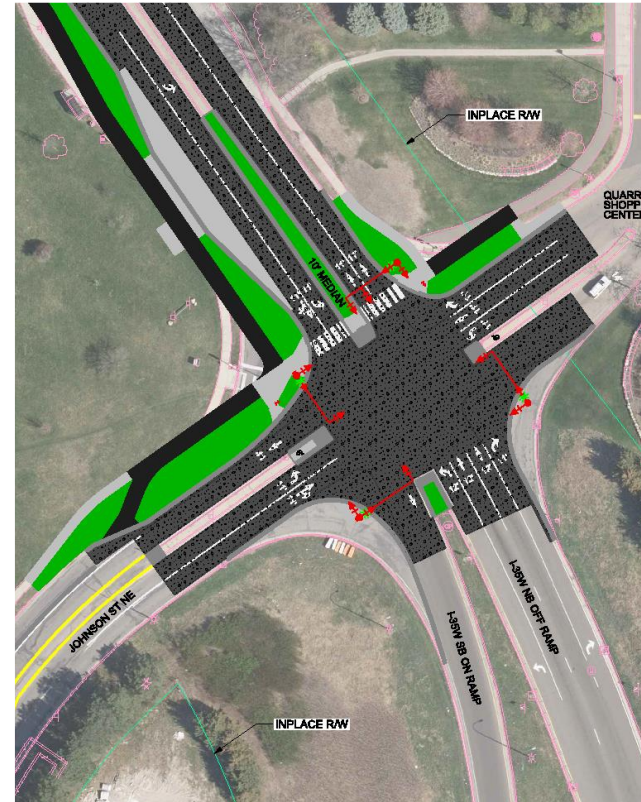
Transit

Future Transit Priority Corridor

Future Improved Transit

Design Considerations

- Two design options considered:
 - Signalized Intersection
 - Roundabout
- Proceeding with signalized intersection control



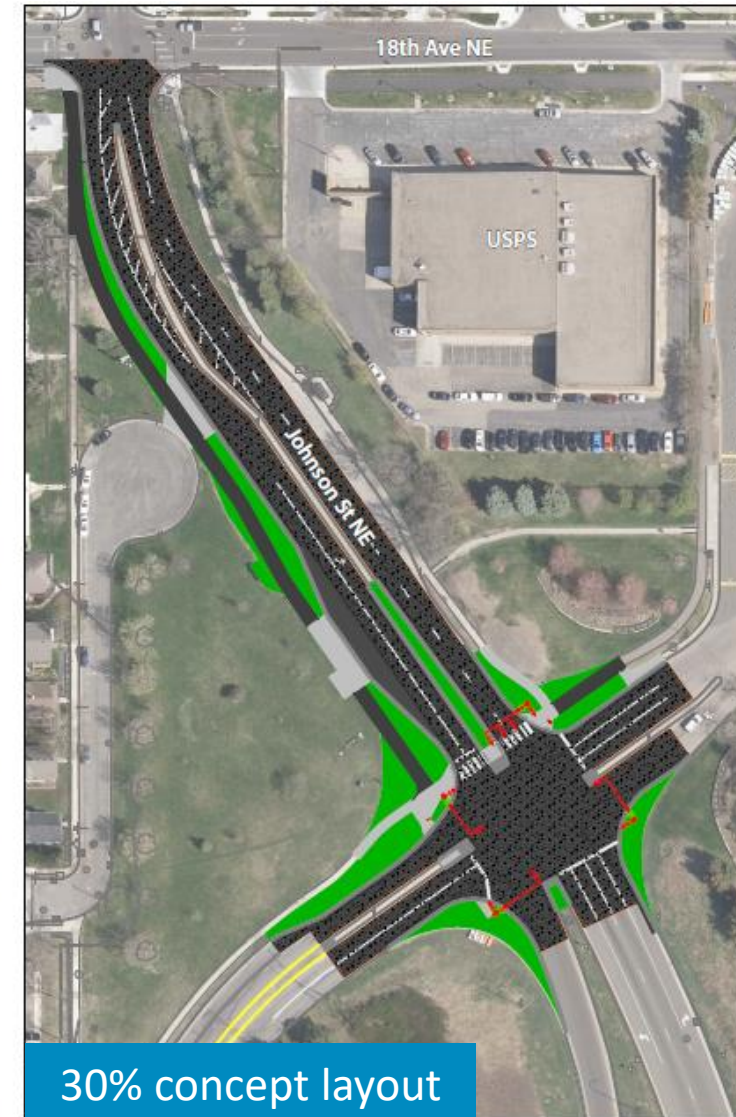
30% Concept Layout

- Remove channelized right turns (or “slip lanes”)
- Reduce the Johnson St pedestrian crossing distance
- Add a 10-foot median refuge
- Add a 10-foot shared-use path along the west side of Johnson St to connect to 18th Ave
- Upgrade pedestrian ramps and APS/signal components
- Move south-bound bus stop 100 feet closer to the intersection
- Create approximately 10,000 square feet of new green space



Side-by-Side Comparison

- Existing design as it is today (left) and the proposed concept layout (right)





Next Steps

- Final Design Late 2023
- Construction 2024

Questions

Fontaine Burruss, Transportation Planner